AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-12 (canceled).

13. (New) A fuel injector for direct injection of fuel into a combustion chamber of a mixture-compressing internal combustion engine having external ignition, comprising:

a nozzle body;

a valve housing surrounding the nozzle body; and

a seal which seals at least the nozzle body from a cylinder head of the internal combustion engine, wherein the seal has a sleeve-type design with a structured cross section, and wherein the seal extends across the axial length of the nozzle body.

14. (New) The fuel injector as recited in Claim 13, wherein the seal is in the form of a corrugated tube.

15. (New) The fuel injector as recited in Claim 13, wherein the seal is in the form of a tube having protrusions.

16. (New) The fuel injector as recited in Claim 15, wherein the protrusions have a semicircular cross section.

17. (New) The fuel injector as recited in Claim 13, wherein the seal is pleated in the shape of expansion bellows.

18. (New) The fuel injector as recited in Claim 13, wherein the seal includes a plurality of layers.

19. (New) The fuel injector as recited in Claim 18, wherein the seal includes a cover plate on a discharge-side end of the nozzle body.

20. (New) The fuel injector as recited in Claim 19, wherein the cover plate has at least one opening.

21. (New) The fuel injector as recited in Claim 20, wherein the opening of the cover plate facilitates passage of fuel jets injected into the combustion chamber.

22. (New) The fuel injector as recited in Claim 20, wherein the cover plate includes a plurality of spray-discharge orifices.

23. (New) The fuel injector as recited in Claim 20, wherein the seal is produced from a metal foil having an amorphous structure and a smooth surface.

24. (New) The fuel injector as recited in Claim 14, wherein a plurality of cavities is formed one of: a) between the seal and the nozzle body; and b) between the seal and the cylinder head, and wherein the cavities are configured to channel a flow of coolant.